

HARBOR CITIES OF THE WORLD

**A Collection of Photos
OF
Harbor, Dock and Wharf
Plans**

**Planning Contest
Canal Subdivision
Richmond
1914**

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H. C. CUTTING

MAY 12 1914

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Famous Harbor Cities

IN the following pages we present pictures of the world's most famous harbor cities.

In studying these plans one will notice that invariably the business centers in these cities are grouped around the harbor front.

While the immediate waterfront is utilized for warehouses, docks and wharves, the adjoining few blocks are, as a rule, occupied by wholesale business houses. Adjoining these again, the retail business section commences with its tall office buildings, stores, theatres and hotels.

This holds true of nearly every harbor city, there being a potent reason for this.

Waterfronts need warehouses, docks, wharves, etc.

The goods received at the wharves, docks and warehouses are absorbed by the wholesale houses.

The wholesale houses in turn distribute the goods among the retail houses.

So the sequence of relative building activity in harbor cities is as follows:

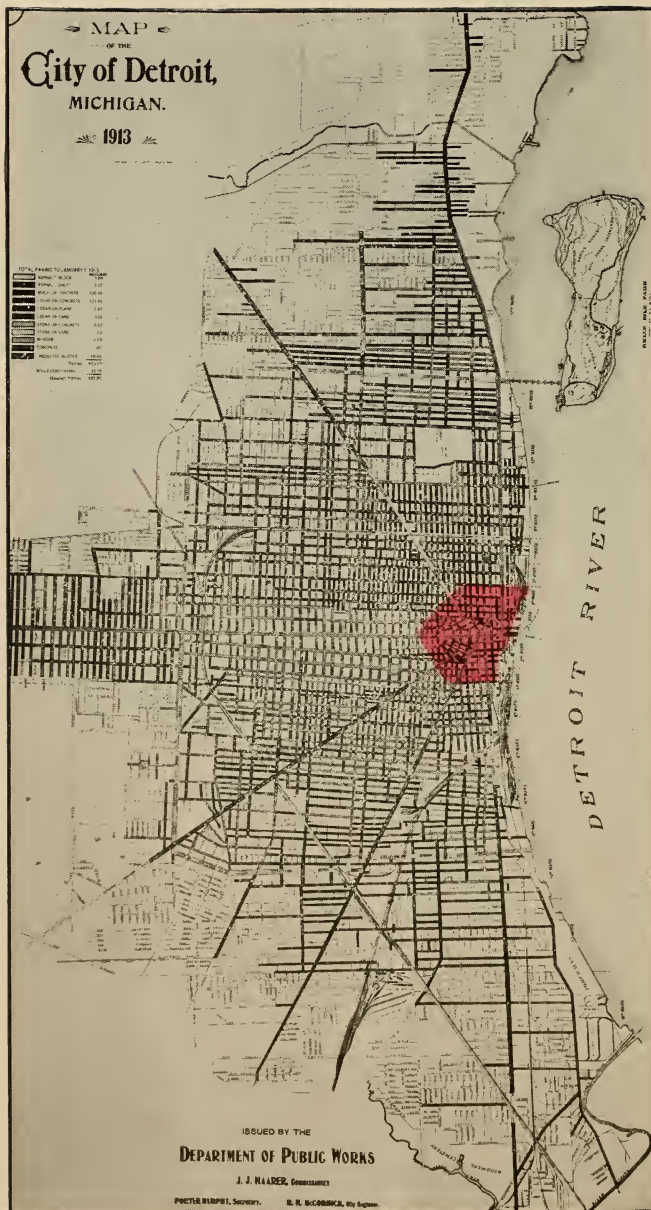
Immediate Waterfront—
Industrial, Docks, Wharves, Warehouses.

Adjoining this—
Wholesale Houses.

Adjoining these—
Retail business Center.

(Business Centers shown in pink)

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DETROIT STREETPLAN

The above is a good illustration of a streetplan showing how all traffic converges into one common business center. The three diagonal streets radiating from the center were constructed at an enormous expense.

Value of Waterfront property	\$ 320.00 per front foot
Value of Wholesale property	1,500.00 per front foot
Value of Retail property	3,750.00 per front foot

(These prices were obtained 7 years ago).

Object of this Booklet

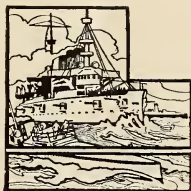
The photos of harbor cities and docks were collected at quite some expense.

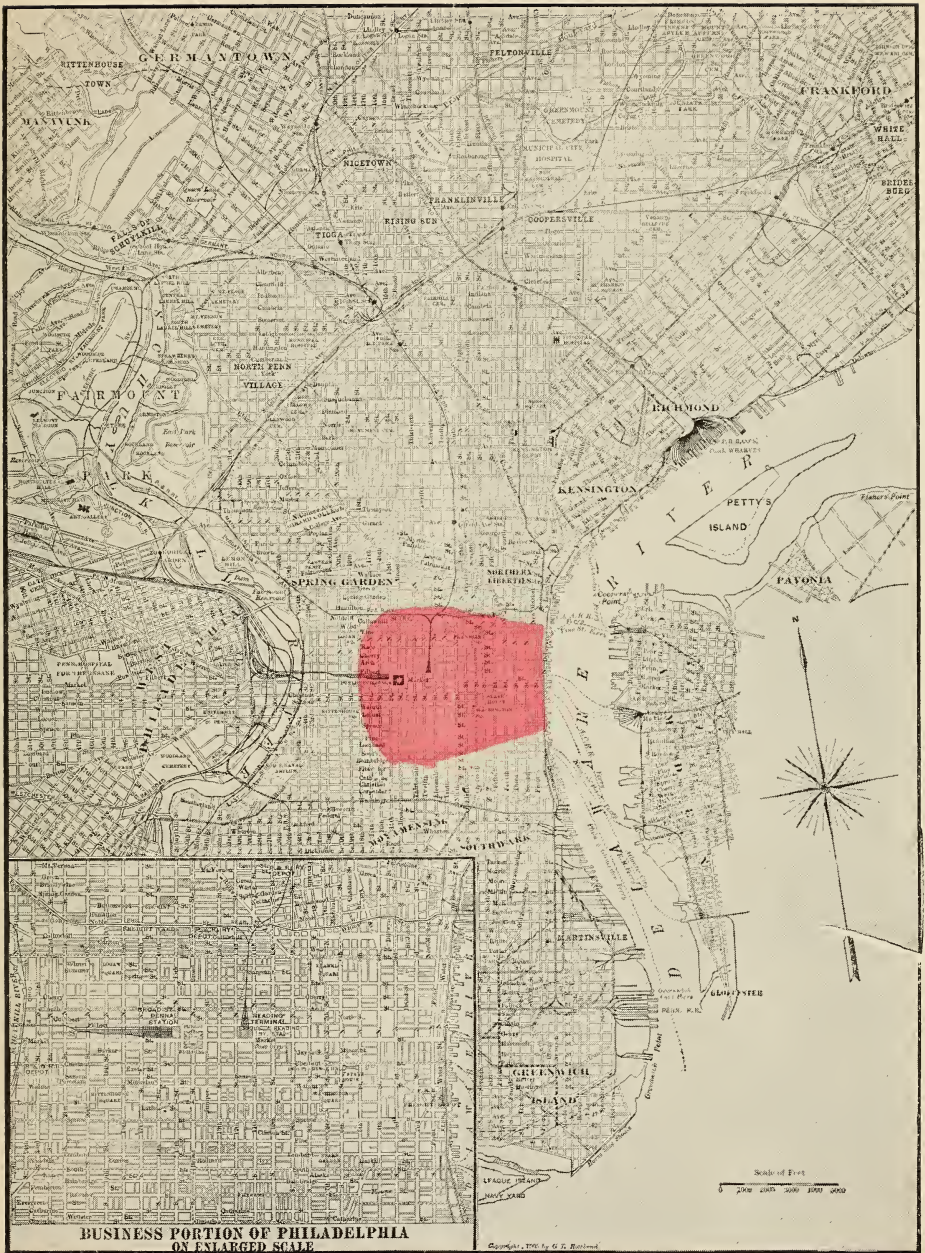
The object is to furnish contestants some ideas of what other harbor cities are doing.

If it will help the contestants in furnishing ideas its purpose has been fulfilled.

NOTE:—The figures on property value given herein were obtained from the Secretaries of the Chambers of Commerce of the respective cities.

COMPILED BY A. D. BAUER, S. F.





CITY PLAN OF PHILADELPHIA

Philadelphia's streetplan is on the checkerboard order. Its street-plan is not in accordance with modern city planning.

Adjoining its waterfront is the wholesale district and within a few blocks of the waterfront the retail business center commences.

Value of Waterfront property not given

Value of Wholesale property \$20.00 per square foot up.

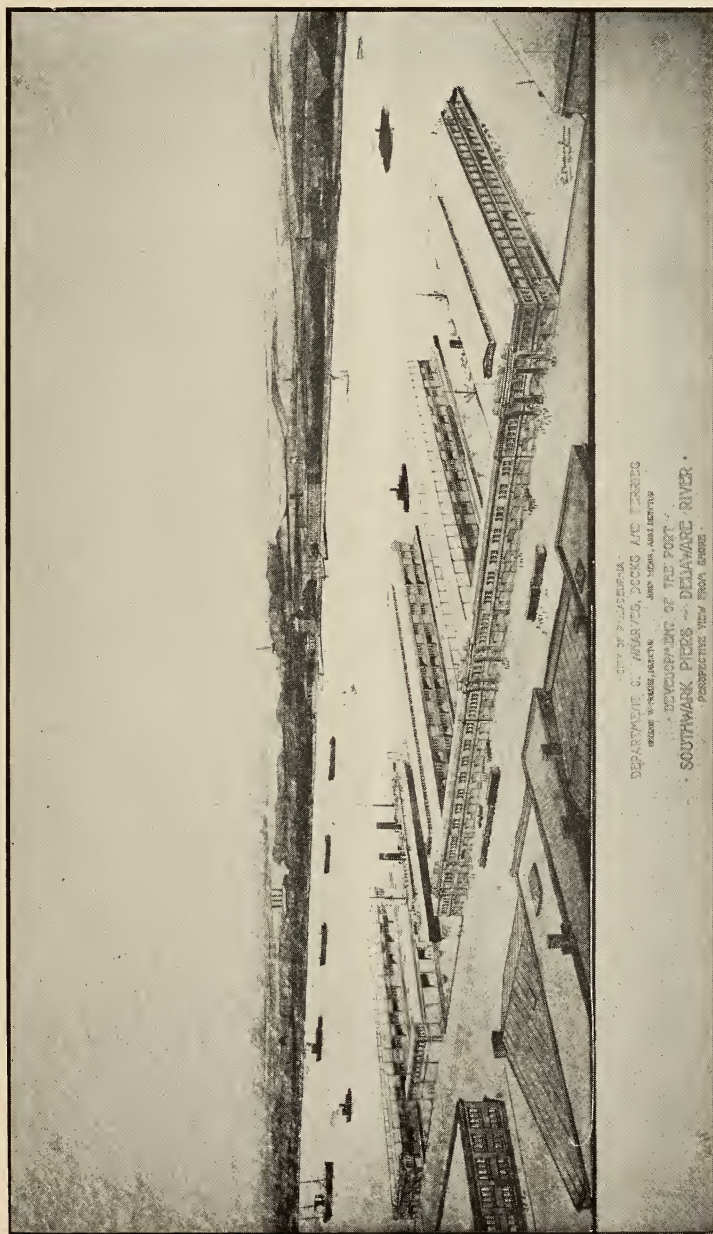
Value of Retail property \$20.00 to \$200.00 per square foot



HARBOR PLAN OF PHILADELPHIA

Photograph of a scheme for the proper planning of Philadelphia's Harbor.

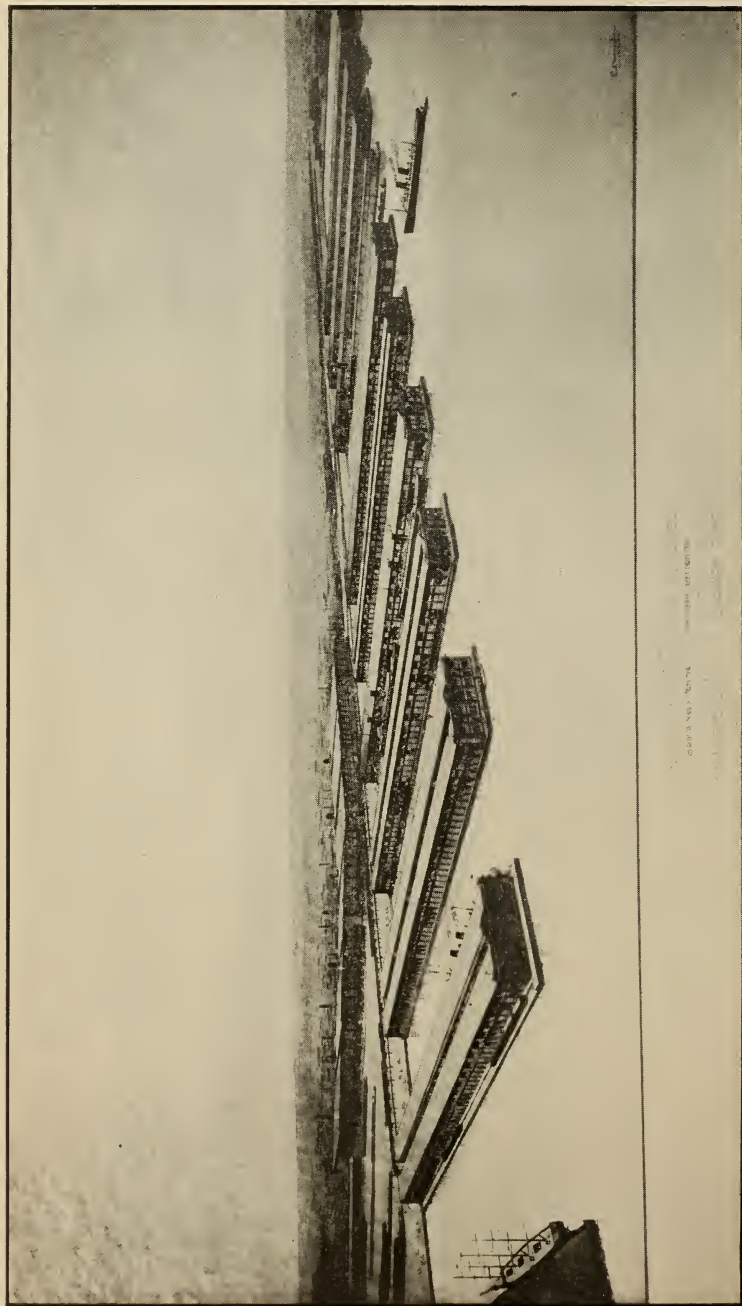
Extensive provisions have been made for docks and wharves.



DEVELOPMENT OF THE PORT OF PHILADELPHIA

Southwark Piers, Delaware River.

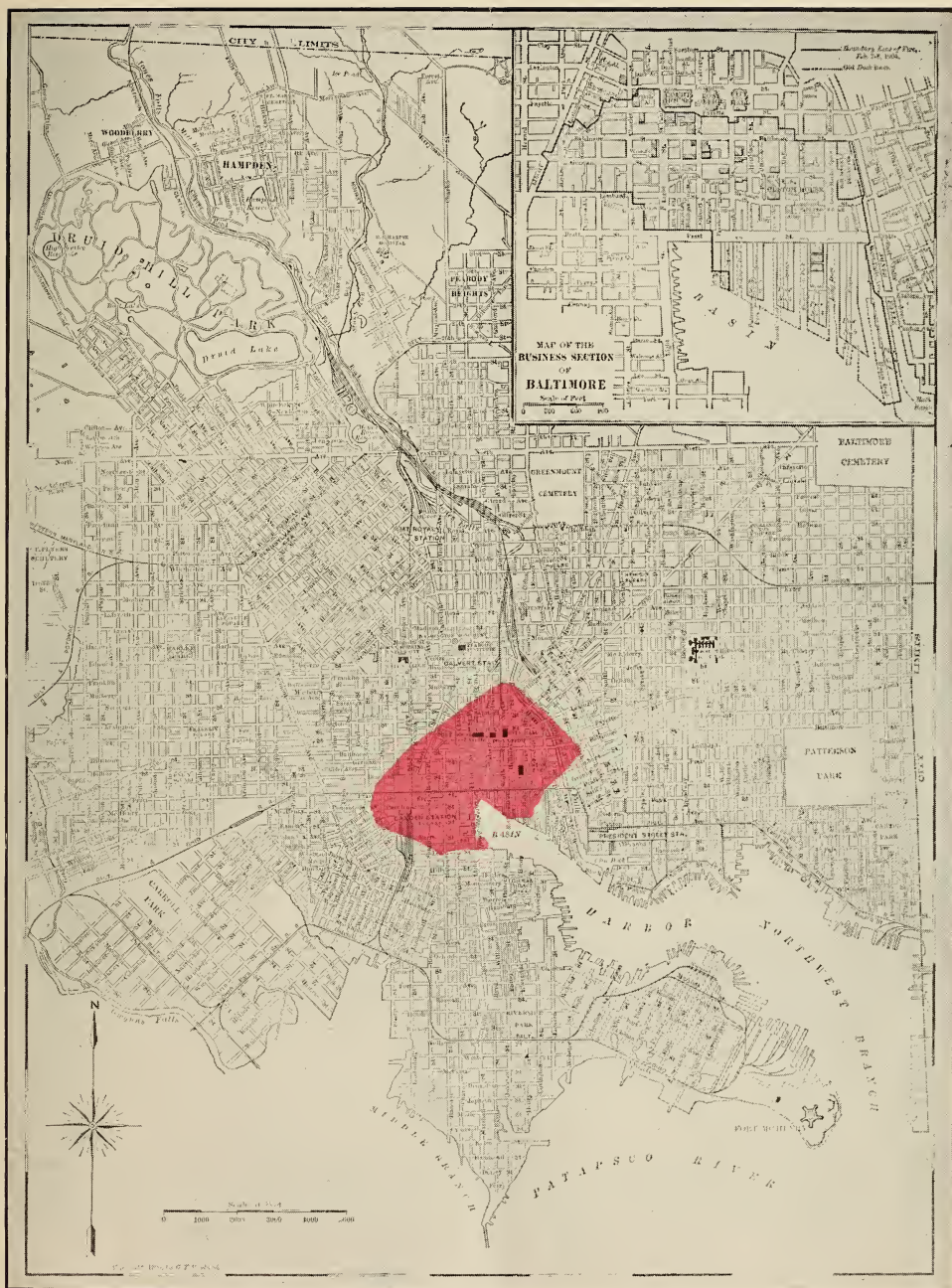
Perspective view from the River.



DEVELOPMENT OF THE PORT OF PHILADELPHIA

Moyamensing Piers, in the Delaware River.

Perspective view from the River.



BALTIMORE, MARYLAND

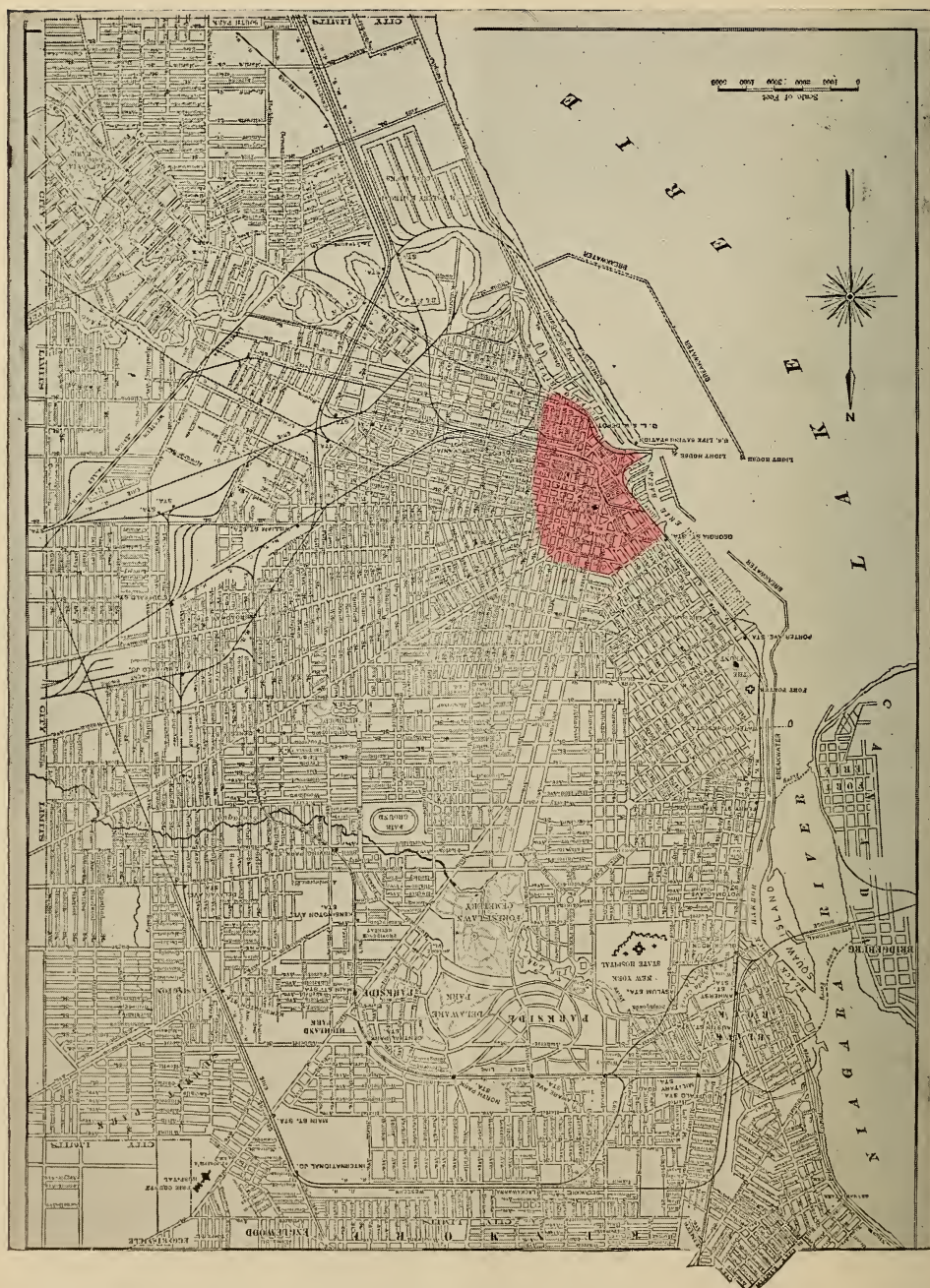
The business section is grouped around the harbor basin. Docks and wharves extend along both sides of the Northwestern Inner Harbor.

Value of Waterfront property\$1,500.00 per front foot

Value of Wholesale property 2,000.00 per front foot

Value of Retail business property 4,000.00 per front foot

(These prices quoted 7 years ago).



BUFFALO, NEW YORK

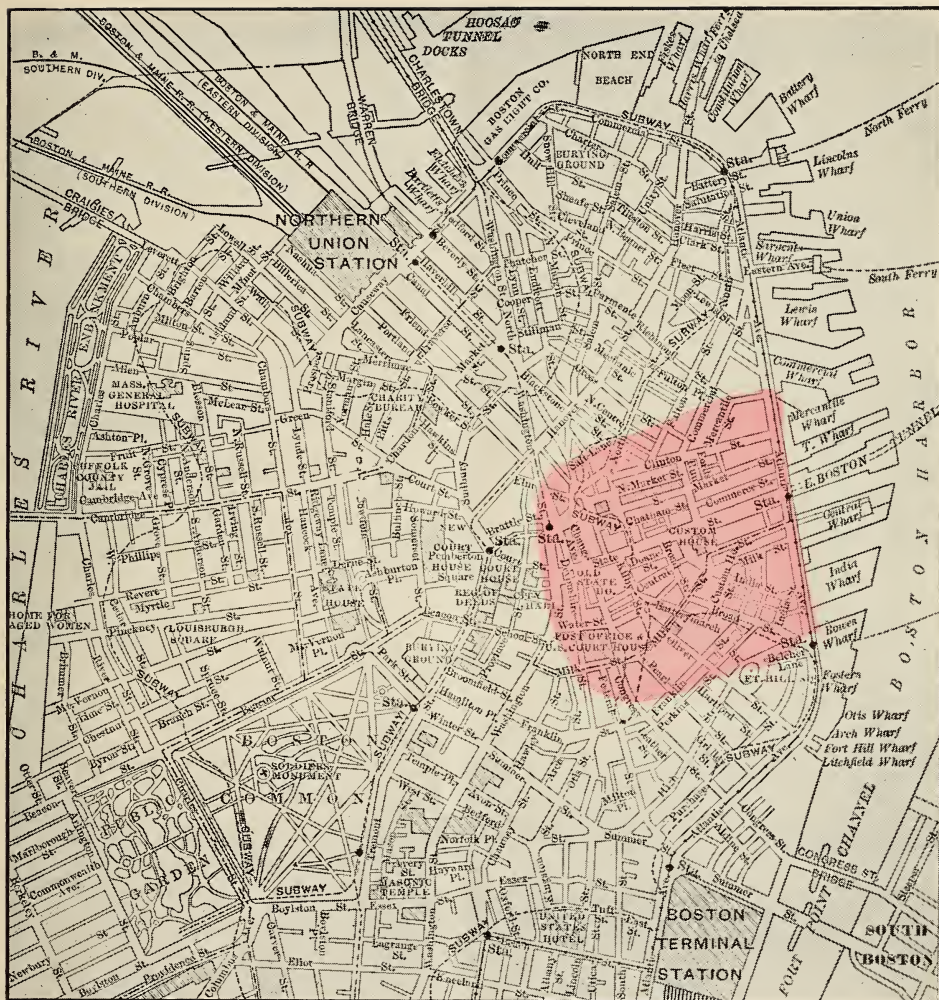
Buffalo on Lake Erie has good harbor facilities. Its streetplan is well laid out. Broad streets radiating from a common center.

Value of Waterfront property\$ 500.00 per front foot

No separate Wholesale district

Value of Retail business property\$5,000.00 per front foot

(These prices quoted 7 years ago).



BOSTON, MASSACHUSETTS

Boston's harbor front presents a busy spectacle of docks and wharves and warehouses. Its business section is adjacent to the waterfront.

Value of Waterfront property	\$ 4.00 per SQUARE FOOT
Value of Wholesale property	25.00 per square foot
Value of Best Retail business property	325.00 per square foot

(These prices quoted 7 years ago).



TORONTO, CANADA Toronto's Inner Harbor is unique and may well be compared with Richmond's Inner Harbor. We have not been able to obtain data as to the prices obtained for property.



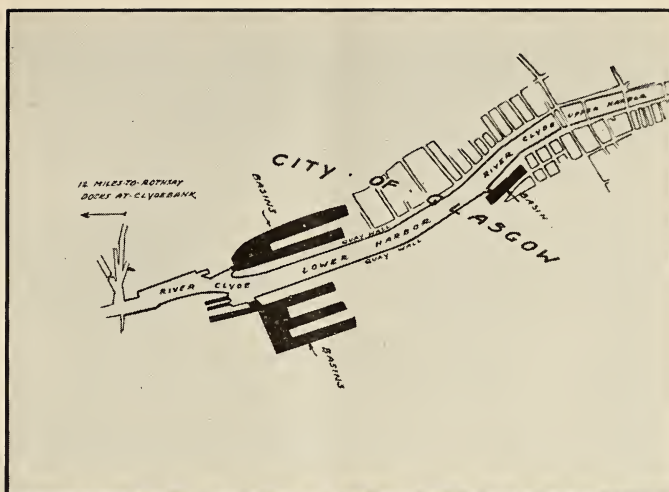
This is the Port of Paris.



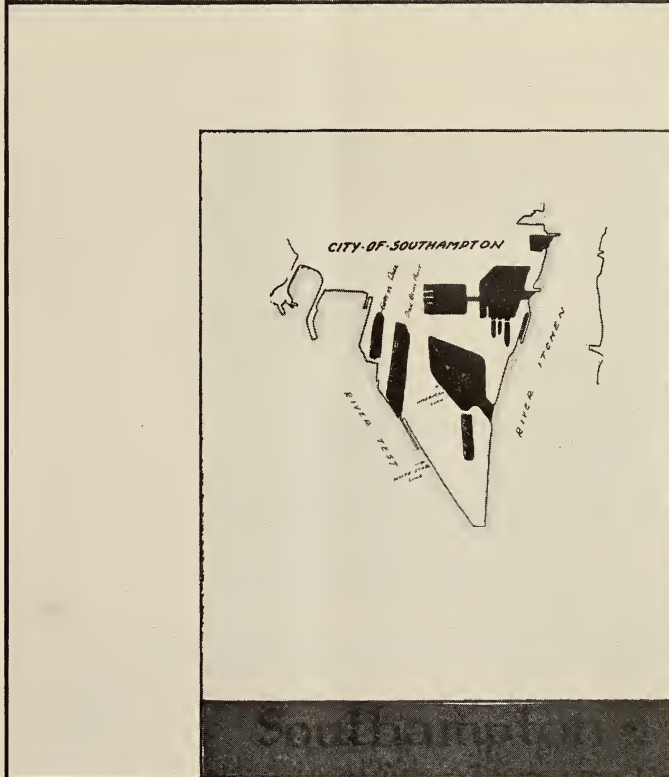
Rotterdam, the Netherlands.

TWO WELL-KNOWN FOREIGN PORTS

It is interesting to note that both these cities are planning basins to relieve the congested condition of their harbors.

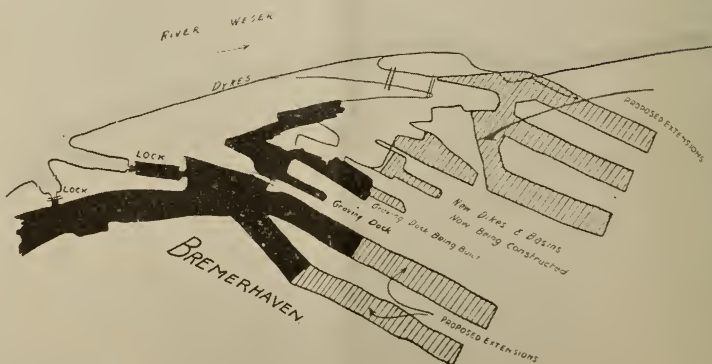


On the Clyde



GLASGOW AND SOUTHAMPTON

Two English harbors which are being enlarged right along. The black solids represent basins.



This is the Port of Bremen.

HAMBURG AND BREMEN

The two most important European Harbors.

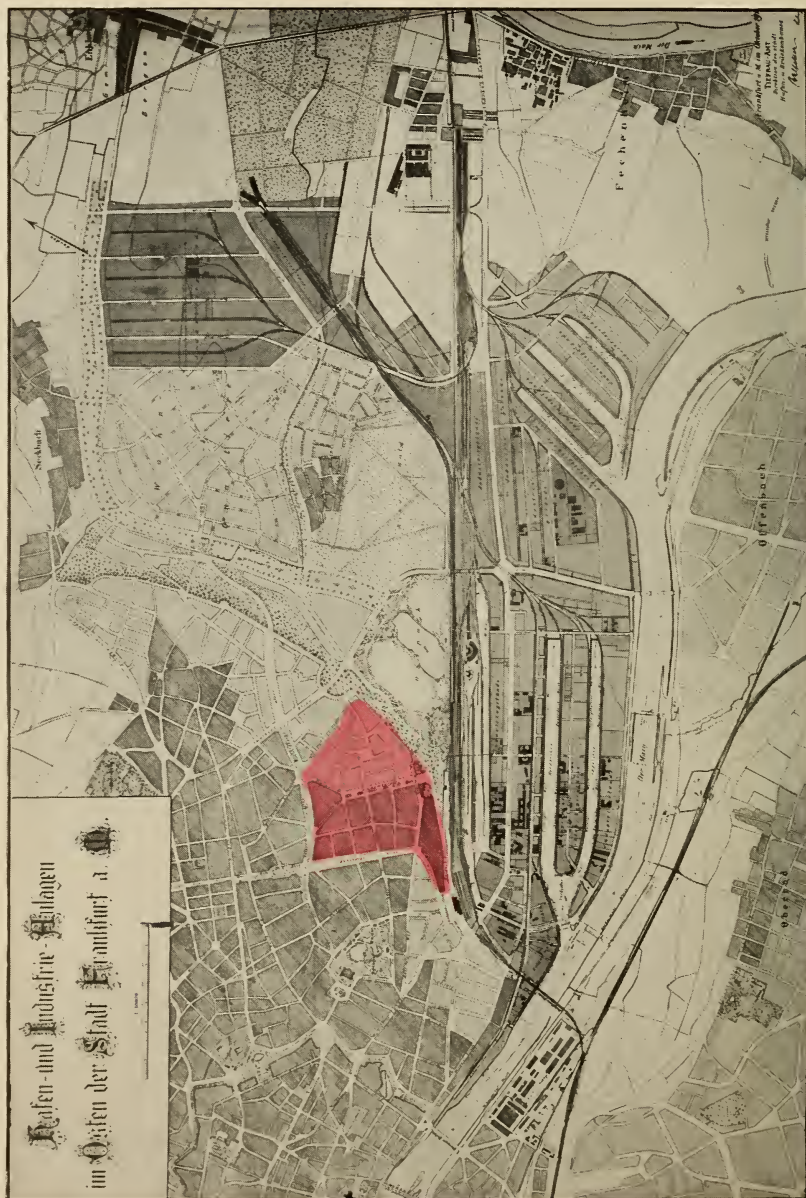
Hamburg's Harbor is shown in full on page 11.

Bremerhaven shown here is the port of Bremen at the mouth of the river Weser. Note the vast extensions proposed for harbor developments.



HAMBURG, GERMANY

Europe's greatest harbor city. No where can one find as complete an arrangement of harbors. There are harbors for sailing vessels and steamers. In fact almost a separate harbor for every nation of the globe. Hamburg's business section is adjoining the waterfront.



FRANKFORT ON MAIN, GERMANY

An excellently planned city. The energetic and progressive work of its city fathers on canals and waterways has resulted in the greatest prosperity for the city. While Frankfort is an inland city it is the gathering point of millions of tons of freight, the majority of which is carried by water.

MANNHEIM.

Mannheim has an area of about 18,256 acres, and a population of 193,379. It is the fifth largest town in Germany, and its rapid development has principally been caused by the importance of the Rhine Harbour, which importance is largely, although not entirely, due to the progressive policy of the City Council with regard to water communications. There has been a great development of building in Mannheim since the year 1890, and there have been several extensions of the town. Ludwigshafen, on the opposite side of the river, had 40 years ago only one street. To-day there are 90,000 inhabitants.



General View of Mannheim.

It is interesting to note that as early as 1663 the old city within the walls was laid out on the "chessboard" plan, the streets not being named, but lettered or numbered.

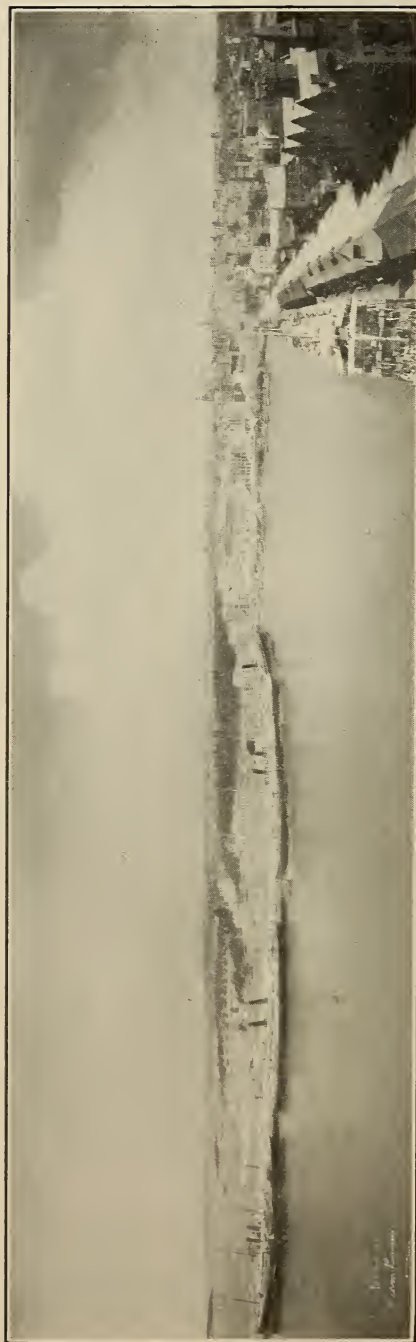
In the year 1900 Mannheim was divided into four districts for building purposes, and new building regulations were made. In the different districts there are varying percentages of the sites which may be covered with buildings, and the heights of the buildings are likewise regulated.

MANNHEIM, GERMANY

A progressive city with an eye for city planning.

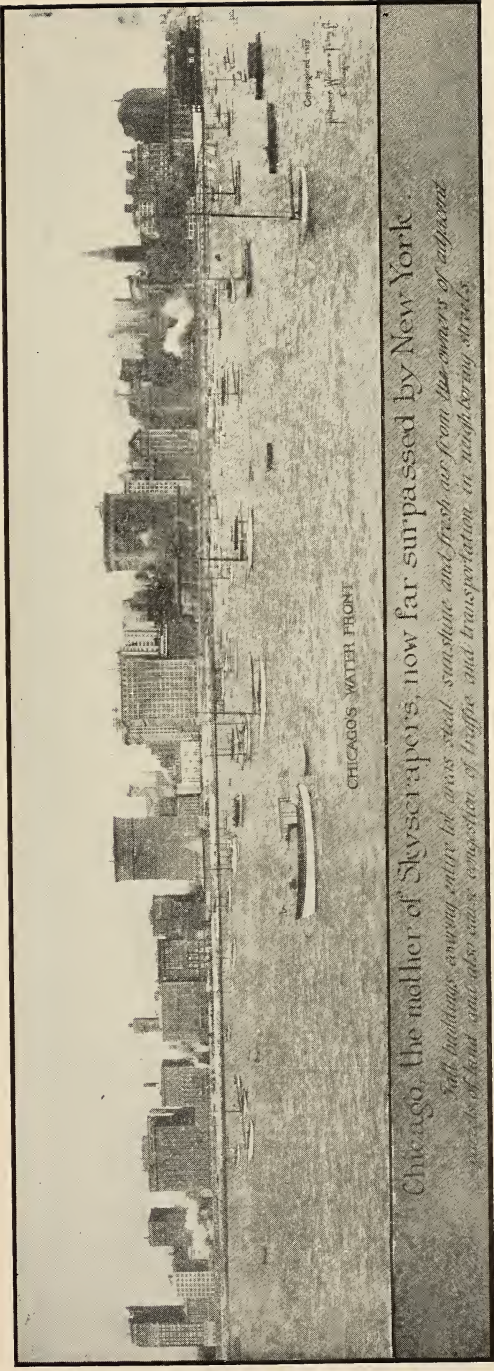
It attained its present greatness thru the progressive policy of the City Council with regard to water communications.

Germany has now the most perfect system of waterways of any country.



SIDNEY, AUSTRALIA

This harbor bears a certain resemblance to Richmond.



Chicago, the mother of Skyscrapers, now far surpassed by New York.

Full buildings everywhere let down steel sunshine and fresh air from the towers of adjacent streets of land and also cause congestion of traffic and transportation in neighboring streets.

CHICAGO, ILLINOIS

The waterfront of Chicago presents an almost unbroken line of sky-scrapers. Property within a block of the waterfront is valued at extremely high prices.

Value of Retail business property	\$20,000.00 per front foot
Value of Wholesale property	5,000.00 per front foot
Value of Waterfront property	5,000.00 per front foot

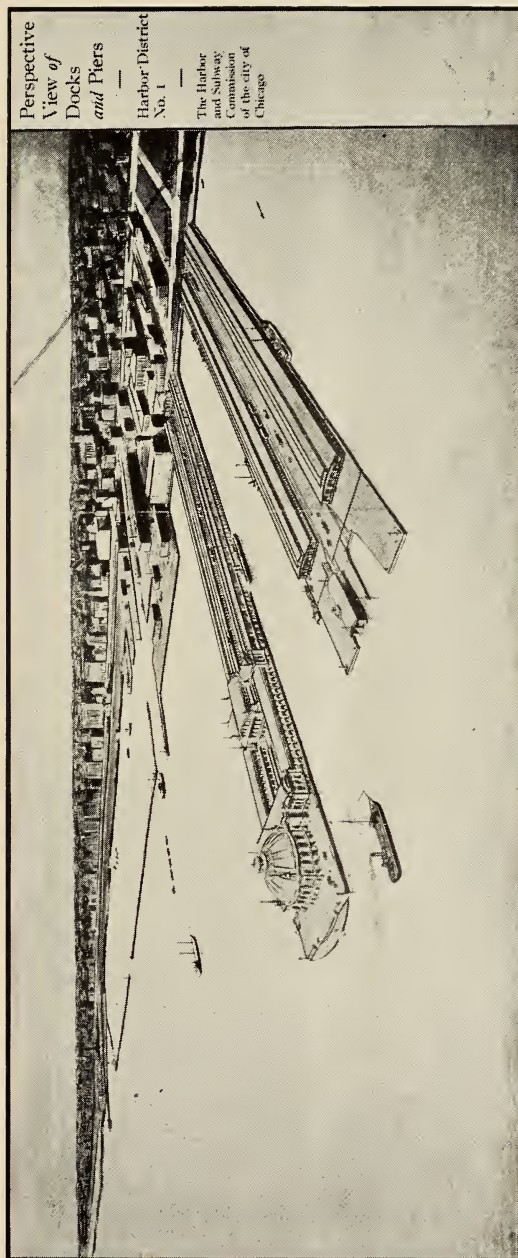
Michigan Avenue. Chicago.



MICHIGAN AVENUE, CHICAGO

One of the Avenues along the waterfront with its towering buildings.

This Avenue is singularly free of streetcar traffic which occupies the parallel street beyond Michigan Ave.

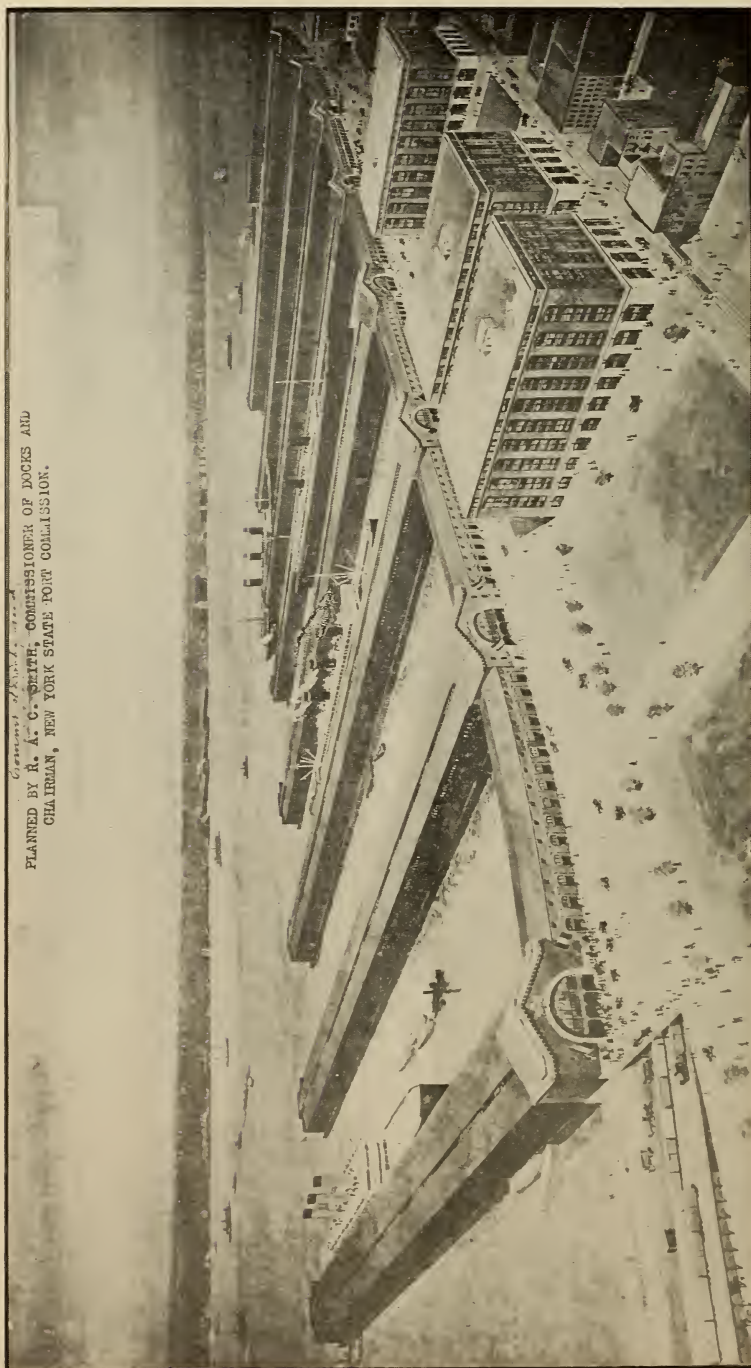


CHICAGO PIERS

Perspective View of Docks and Piers

Proposed by the Harbor and Subway Commission of the City of Chicago.

Harbor District No. 1.



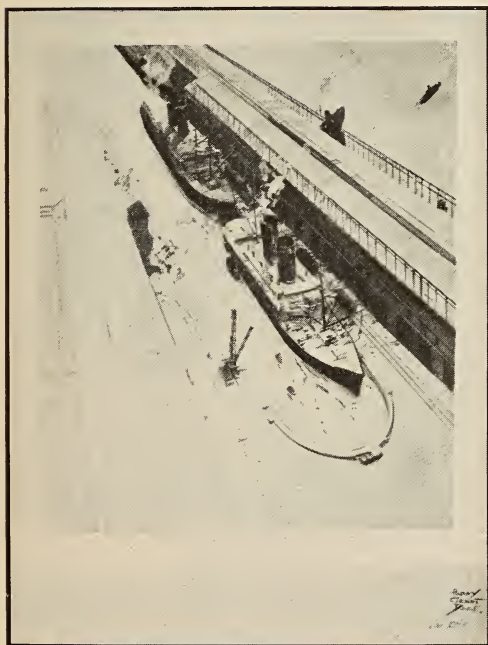
Designed by R. A. C. Smith, 1902.
 PLANNED BY R. A. C. SMITH, COMMISSIONER OF DOCKS AND
 CHAIRMAN, NEW YORK STATE PORT COMMISSION.

PIERS FOR THE PORT OF NEW YORK

Planned by R. A. C. Smith, Commissioner of Docks, Chairman New York State Port Commission.



STEAMER IN DRY DOCK, READY FOR REPAIRS



PLAN OF DOCKS

Plan of dry docks for 1,000 foot ships which may also be used as berthing place for shipping when not in use as dry dock.

This is a very clever idea proposed by R. A. C. Smith, Commissioner of Docks for 35th Street South, Brooklyn.

Ships can at once go into dry dock upon completion of their voyage, and while undergoing repairs unload and reload their cargoes at absolutely no loss of time.

The same dry dock filled with water and used as berthing place.



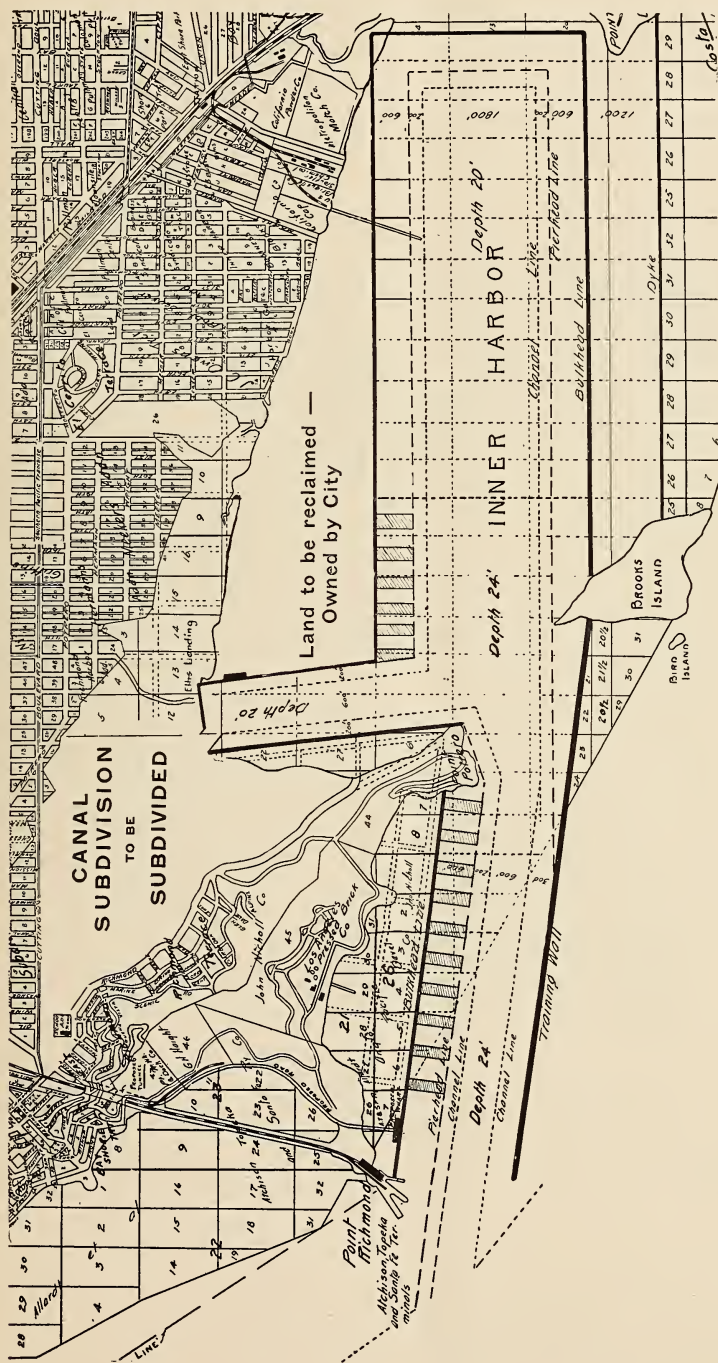
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RICHMOND TEN YEARS FROM NOW ? No—but SEATTLE, WASH.

Looking down this main street one involuntarily compares it with Cutting Boulevard. The hills at the foot of this street resemble Richmond's Hills, composing its residence section.

The outjutting piece of land would compare again with the similar Richmond promontory which will accommodate the outer wharves, docks and ferries.

Value of Retail property	\$4,500.00 per front foot
Value of Wholesale property	1,000.00 per front foot
Value of Waterfront property	2,000.00 per front foot



RICHMOND HARBOR PLAN



Drawing which shows Richmond's strategic location on San Francisco Bay opposite the Golden Gate, her new Inner Harbor being easily accessible to all vessels passing into the bay.

Cutting Holdings Are Focal Center

Harbor and Tunnel Building Make
Canal Subdivision Important.

(Special Dispatch to "The Examiner")

RICHMOND, — With the completion of the new municipal tunnel, wharves and highway a great percentage of the people entering Richmond from the west side of San Francisco bay will come by this route. The need of communication by Richmond through its own facilities, with its natural deep water, has long been felt, and the overcoming of the hill barrier by means of the tunnel and highway will permanently establish the line of travel.

This congested travel will be confined from the water front until it reaches the north portal of the tunnel by the confines of the roadway. At the latter point, however, traffic will spread in all directions.

The City Council, realizing that most of this travel will be north and east over the streets of the Canal subdivision, ordered that entire district improved, and the city engineer is busy planning and preparing plans and specifications for the laying of sewers and improving of all the streets.

WILL BE FOCAL POINT.

That the Canal subdivision will become the focal point of practically all freight brought the Panama canal is no longer a theory, but a fact, for the tax upon harbor facilities of San Francisco and the limit upon warehousing along the Embarcadero, due to the excessive cost of property, leaves no alternative.

The cost of property in the Canal subdivision, if it comes to erection of warehouses and factories and the running of them, is far below that asked in San Francisco.

Taking also into consideration that all freight can be transferred direct from steamers into transcontinental trains in Richmond, without the loss of time

the freight is being subjected to in San Francisco harbor, there are ideal conditions for rapid transportation and quick elimination of accumulated freight not found even in the best harbors of the world.

LIKE N. Y. BATTERY

The ultimate development of Richmond's inner harbor and the Canal subdivision has been very fittingly compared to New York's Battery and the adjacent warehouses.

Brooks Island, decorated with the imposing statue of Liberty at the entrance to New York harbor, presents the same spectacle as Liberty Island, while the lower part of the Canal subdivision would be analogous with the lower part of the Battery in New York and its continuation along the East river.

Any one familiar with the shore line of lower Manhattan cannot help recognizing the almost startling similarity between these two harbor projects.

HAS BRILLIANT FUTURE.

Of course without freight and shipping Richmond's harbor front would never develop, but in the face of the opening of the Panama canal, which will bring millions of tons of freight to Richmond's shores; with Richmond's own industrial development, which is without a parallel in the industrial history of the world, who could doubt the future of this giant young city, which has swung itself within the short space of ten years to first place among the industrial cities of the entire Pacific Coast and to second place among the ports of California?

It is therefore not only plausible, but a fact to be reckoned with, that within another ten years Richmond is likely to have a population of 100,000 people, and its industrial and harbor aspect will have changed perhaps not to the magnitude of New York, but it will have become a harbor of the same importance to the Pacific Coast as New York is to the Atlantic coast.

Richmond is writing history with a strong and progressive hand, guided by the indefatigable energies of men like Cutting, Wernse, Colonel Reese and others who have made the future of Richmond their life issue.



THE MEN BEHIND



H. C. CUTTING

Member

Richmond Industrial Commission.



H. W. WERNSE

Secretary

Richmond Industrial Commission.



Hollinger Corp.
pH 8.5